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The President Has A Very Close Call.

HIS CARRIAGE TORN TO PIECES BY A
TROLLEY CAR.

A Secret Service Man Killed—The President,
Governor Crane and Mr. Cortelyou All
Sustained Slight Injuries But
Resumed Their Journey.

Pittsfield, Mass., Sept. 3.—The drag containing President Roosevelt and his party on the way from Pittsfield to Lenox was struck by an electric car today and the president was slightly cut and bruised. Secret Service Agent Craig was killed. Secretary Cortelyou was slightly injured. The driver of the coach was seriously hurt.

The motorman and conductor of the car were placed under arrest.

The president was able to resume his journey to Lenox but sent word ahead that there should be no cheering.

HOW IT OCCURRED.

The President of the United States escaped a tragic death by only a few feet in a collision between his carriage and an electric car in this city today, while one of his most trusted guards, Secret Service Agent Wm. Craig, was instantly killed, and David J. Pratt of Dalton, who was guiding the horses attached to the vehicle, and seriously injured. President Roosevelt himself was badly shaken up but received only a slight facial bruise.

Secretary Cortelyou, who occupied a seat opposite the chief executive in the landau, sustained a minor wound in the back of the head and Gov. Crane, who sat beside the president, extricated himself from the wreck practically without a scratch. The carriage was demolished by the impact of the rapidly moving car and the wheel horse on the side nearest the car was killed outright, the crew and passengers of the car escaping injury.

The president and party were driving from this city to Lenox through South street, one of the principal thoroughfares of Pittsfield, which was lined with cheering people and the catastrophe occurred in plain view of hundreds, whose happiness at the advent of the nation's chief was suddenly turned to grief.

Thousands had poured into the city in the early morning from the nearby country to see and hear the president and his address at the city park had been loudly cheered. At the conclusion of the exercises he wished to make a brief call on Henry L. Dawes, formerly United States senator, whose house in Elm street is but a short distance from the park. The president's carriage, in which he had ridden in from Gov. Crane's home at Dalton, was accordingly driven to the Dawes residence and carriages containing a number of other gentlemen in the party followed. President Roosevelt's call was a short one and then the carriages returned to the city square.

IN A BROAD HIGHWAY.

Out through South street is a broad, smooth highway. The tracks of the Pittsfield Electric street railway are laid in the centre of the road with ample room for teams on each side, and scores of vehicles of every description followed along this road behind the president's party.

Shortly after he left the park an electric car which had been filled with passengers at that point, started toward Lenox well behind the procession. It passed all of the teams and was about a mile and a half out from the city at the beginning of Howard hill and was nearly up to the president's carriage, which was traveling on the west side of the highway.

Just at the foot of Howard hill the road bends a little and teams are compelled to cross the street railway tracks to the east side. The railroad then continues at one side of the street instead of in the centre. Just at this point the up-grade of the hill begins and but a short distance beyond the crossing there is a narrow bridge spanning a small brook.

CROSSED THE ROAD.

The trolley car approached the

road, crossing under a good head of speed with gong clanging just as the driver of the president's carriage turned his leaders to cross the tracks. On each side of the chief executive's carriage rode two mounted troopers of the local cavalry company and the horsemen on the left of the landau had turned on the track with the trolley car immediately behind them, though some yards distant.

Alarmed by the clanging gong, they both turned in their saddles and waved vigorously to the motorman to stop his car. Almost at the same instant Gov. Crane, who quickly perceived the danger, rose to his feet and likewise motioned to the motorman. The latter in great excitement desperately tried to stop his car but it was too late. It crashed into the carriage just as a loud moan went up from the frenzied onlookers who thronged the roadside and who but a moment before were cheering the president.

The horsemen managed to get the frightened animals out of the way just in time and the car struck the rear wheel of the carriage on the left side and ploughed through to the front wheel of the vehicle which received the full force of the blow. The carriage was upset in the twinkling of an eye and one horse fell dead on the tracks. The other three powerful grays attached to the vehicle started to run and dragged by them and pushed by the force of the car the wrecked carriage was moved 30 or 40 feet.

PASSED OVER HIS BODY.

Mr. Craig fell from his seat immediately in front of the car and it passed completely over his body. Driver Pratt in falling struck the dead horse immediately in front of him and rolled off clear of the car, thus escaping a similar fate. President Roosevelt, Gov. Crane and Secretary Cortelyou were thrown together in the bottom of the carriage.

Almost immediately a score of men jumped to the head of the frightened horses and stopped their further progress. Gov. Crane was the first to get to his feet, escaping entirely unhurt. He turned immediately to the president, helped the latter to arise and together they assisted Secretary Cortelyou.

THE PRESIDENT BLEEDING.

The president's lip was cut and blood was flowing from the wound. His clothing was disarranged and he was much shaken up. Secretary Cortelyou had a severe wound in the back of his head from which blood was flowing freely.

The president quickly regained his composure and the three soon after repaired to the residence of Charles R. Stevens near the scene of the accident. Mr. Craig's body was found just behind the car. His shoulders and chest were crushed and the body frightfully mangled. Driver Pratt was found unconscious in the road, his shoulder was dislocated, his ankle sprained and his face badly cut and bruised. He was immediately placed in a carriage and taken to the House of Mercy, where he was attended by Drs. Flynn and Paddock, who tonight say that he will recover.

CHARGED WITH MANSLAUGHTER.

Bail for the motorman of \$5,000 was furnished by ex-Alderman Maurice J. Madden, his brother, and Patrick H. Dolan, manager of the Pittsfield Street Railway Company. Kelly was bailed in the sum of \$2,500 by Mr. Dolan. Kelly is 25 years of age, single, and has been employed on the railroad for three years. Motorman Madden is 32 years old and has a wife and five children. Madden and Kelly probably will be arraigned in the district court tomorrow morning on the charge of manslaughter.

THE MORTMANS STORY.

Enclid Madden, the mortician, in telling his story says that the car was No. 20, which had motors of 60 horse power. The car is not fitted with air brakes. On account of the presidential exercises he says that the running schedule on all lines of the company's streets were disturbed.

As he passed over the railroad

bridge about 350 or 400 feet from the scene of the accident he says he shut off the power and put on the brakes. The car then being on a down grade. He says there were teams on both sides of the track and he was exercising every care to avoid an accident. In his opinion the car was not running over eight miles an hour; he received no warning to stop and did not see the mounted men or Gov. Crane waving their hands to come to standstill. According to Madden's story, there was plenty of room for the president's carriage to have passed on the west side of the trolley track and he would have had plenty of time to have passed the president's carriage before the turn was made to the east side of the road. He said that the leading horses were turned short across the track. He could not tell just how the car struck the carriage, but he says he reversed the power and went for the brake just as quickly as possible when he saw the horses turn on the track. He said it was dusty and with difficulty he saw what was going on.

THE PRESIDENT CALM.

Eye witnesses say the president was calm and collected, and deplored the death of Craig. "He was the most faithful man I ever knew," said he, "my children fairly worshipped him."

When Craig saw the impending danger and that a collision could not be averted he was heard to say: "Oh, my God," and then he was hurled through the air and fell under the car wheels. When the president got out of the wreck he asked the motorman, "Why were you running your car like that?" which brought only the response "because I had the right of way."

The president said that when he saw the car coming at such terrific speed he felt that all in the carriage would surely be killed.

According to another story the president was stunned for but a second, and springing to his feet walked back about 15 yards to where the trolley had stopped and told the motorman that unless the car had gotten beyond his control, which did not seem possible, in view of the way it had stopped, he had committed an act of criminal recklessness which had resulted in the death of at least one man. Officials of the road deny that the motorman was instructed to run through without stopping and say the car was not running at a high rate of speed.

MR. AIKEN'S VOTE.

How He Was Supported in the Community
Where He Was Raised.

[Anderson Daily Mail.]

In the card in Sunday's issue of the Daily Mail attention was called to the vote of Dr. Smith in Pickens County and of Mr. Aiken's vote in Abbeville County with the evident purpose of disparaging the latter's standing at his home. Now let's compare facts and figures. In Pickens Dr. Smith had no opposition, and out of 2,489 votes he received 1,660, losing 809 votes. In Abbeville County, where Mr. Aiken had strong opposition in ex-Senator McCalla and Senator Graydon, McCalla received 718 votes, Aiken 690, Graydon 651. In the town of Abbeville, where Mr. Graydon has lived over 20 years and Mr. Aiken for seven years, Graydon ran 16 votes behind Aiken.

In the community of Cokesbury, Hodges and Coronaca, in Greenwood County, where both Aiken and Graydon were raised, the vote there was 246 and Aiken received 207 of them.

This statement is simply made in fairness to Mr. Aiken and is just a little information for the public.

From the number of votes Mr. Aiken received in the primary I think that it is pretty well conceded that he is the man to represent our district in congress.

To send Wyatt Aiken to congress I am sure would be no discredit to the name our forefathers were so loyal to, but am positive would be a credit to this district and so we would elect a thoroughly conscientious man, and one that would represent us well.

S. J. McNully.

A NEW CERTIFICATE GRANTED TEACHERS.

GOOD FOR TEN YEARS WITHOUT FURTHER EXAMINATION.

The State Board of Education—A Special Meeting to Dispose of Appeal Cases from Hartsville and Kings-tree—Other Matters.

[The State, 3d.]

The State board of education met in Columbia at 4 p. m. yesterday. The following members were present: Prof. A. R. Banks of Rock Hill, Prof. H. T. Cook of Greenville, Prof. J. I. McCain of Due West, Prof. Graves L. Knight of Graniteville, Prof. J. B. O'Neill Holloway of Ellmore, Hon. W. A. Brown of Marion, together with Governor McSweeney and Superintendent of Education McMahan.

An appeal from the decision of the county board of education in Hartsville was considered, and the county board was sustained.

This permits the people of Hartsville to vote upon the question of levying an extra tax of three mills for their public school. Judge Watts has issued an injunction against the holding of the election pending the determination of the appeal to the State board.

An appeal from the decision of the county board in Williamsburg was sustained. The county board had ordered the trustees to establish an additional school "on the lower side of the creek," although no pupil had to walk more than two miles to the present centrally located school and the money suffices for only one school of average session.

The death of Mr. W. F. Bright county superintendent of education in Pickens, was reported and the matter of appointing his successor was referred to the governor and the superintendent of education with power to act. A committee consisting of Messrs. Cook, McCain and McMahan was appointed to prepare a suitable letter to the family. Mr. Bright being an exceptionally efficient officer of many years' service, and being known personally to several members of the board.

Some State certificates were issued and excuses for non attendance upon summer schools passed upon. The rule in regard to the renewal of certificates by county boards of education was amended by adding the words, "said renewal to be for two years or for less time in the discretion of the county board."

Mr. J. B. O'Neill Holloway was added to the committee on examinations and the committee on course of study.

Mrs. C. E. Means' forthcoming book on men and women of South Carolina was approved as a supplementary reader in the fourth and fifth grades of the public schools.

At 7 the board took a recess till 8 o'clock, when it met and considered the papers of two applicants for the State ten-year certificate.

This certificate is a new thing. It was proposed and determined upon at the May meeting of the board, and the secretary was authorized to prepare and issue a statement for the information of any teachers who may hereafter wish to apply for this certificate. This circular of information has been distributed through county superintendents and others. It marks a departure and is intended to afford some recognition of professional teachers of ability and success.

TEN-YEAR CERTIFICATES.

The board granted a ten-year certificate to Mr. B. Y. Culbertson of Madaens, Laurens County, who stood the examination very successfully. Mr. McMahan in writing of these certificates, gives the following information:

A State certificate of qualification to teach will hereafter be issued by the State board of education upon the joint consideration of a written examination and of collateral evidence of educational preparation, experience, and standing. At each county examination an application may be made for this State certificate. The applicant in this case will answer the questions asked below and give the paper to the county superintendent of education, who

will forward it to the State board of education, in case the examination papers meet the requirements set forth in the next paragraph.

The written examination before the county board will be on the regular first grade questions and also on additional questions. These additional questions are printed on a separate sheet, and will not be handed out by the county board until the examination on the first grade questions is extended and the applicant is ready to enter upon and complete at that sitting the additional examination. It is probable that another day should be given for this. But the county board can judge.

The county board will mark the answers to the first questions, and, unless the applicant averages 90 per cent. will not forward the application for a State certificate. If, however, the applicant averages 90 per cent. by the grading of the county board on the first grade questions, then the entire examination papers (answers to the first grade questions and to the additional questions, and the collateral information here asked for) will be sent to the State board of education at Columbia, which will, according to its own standard of making, regrade the answers to the first grade questions and also grade the answers of the collateral information furnished. Upon the joint result, the State board will then decide whether or not to issue the State certificate.

After the examination on the 13th of June, 1902, an applicant for this State certificate should make application at least one month in advance of the time of the regular county examination in order that the State superintendent may know how many sets of additional questions to send to the proper county.

John J. McMahan,
State Supt of Education.

Note.—The applicant for a State certificate will write, on separate paper, on one side only, the answer to the following questions: The questions are so numerous, not because each applicant is expected to give affirmative information under each head, but because it is wished to remind the applicant of any and all kinds of information that may be significant.

Tell what college you have attended, and through what grades.

Tell what summer schools for teachers you have attended, and what courses you have completed.

State as accurately as you can the schools you have taught, the length of each session, the salary, the grade of work done.

Name the subjects and the grades that you are prepared to teach.

Name those that you prefer to teach.

Name the educational associations of which you are an active member. State under each of the following heads the books (not more than five of each,) which you have read thoroughly and of which you have an intelligent idea:

History and biography; English literature—classic; English and American literature—recent; pedagogy; science.

Name some of the best books you have read (on any subject) in the last two years.

Name the educational papers and magazines that you read.

Give the name and postoffice of five persons as references to vouch for you on some of the following matters: Moral character; success in gaining co-operation of pupils and parents; tact in directing and controlling pupils; interest in work; energy; enthusiasm; skill in instructing; power in stimulating pupils to do their best; influence over pupils out of school; efforts for self improvement; manners as influencing those of pupils; capacity for work; kind of school work for which you can be recommended.

President on Trusts.

Fitchburg, Mass., Sept. 2.—Roosevelt in his speech this afternoon answered his critics regarding the trust question. He said congress can't deal with the trusts until the constitution is amended so that they will be empowered to prevent combinations.

A Good Man for Comptroller.

[The State, Aug. 31.]

Mr. A. W. Jones, popularly known as "Dolph" is in the race for comptroller general. He has canvassed the State, gone into no trade or combination to secure his election, relying strictly on his merit and qualifications for a business office on a business platform. The comptroller general is a member of the board of railroad assessors, who assess \$27,000,000 of railroad property. He is a member of the S. F. C. The funds of this commission now amount to \$420,000. He is a member of the board of phosphate commissioners, having full power over the phosphate interest of the State. He is a member of the pension board. He is ex-officio insurance commissioner, the license fees, State county and school taxes originating in this department amounting to \$70,000 annually. He is required to make or witness the annual settlement with county tax officials, prescribe a uniform system of bookkeeping, examine the books annually, etc. It therefore requires an experienced practical bookkeeper and thorough accountant. Mr. Jones has the reputation of being amongst the best bookkeepers and expert accountants in the State. Mr. Jones is thoroughly conversant with all the tax laws and duties of the comptroller general, having been appointed auditor of Abbeville County by Gov. John Peter Richardson in 1886 and appointed phosphate inspector by Gov. Tillman in 1891. It was he, while auditor, who found that the visible property was bearing more than its just proportion of the burdens of taxation. He found that the banks of this State were not returning their surplus and undivided profits for taxation. It was through his efforts that these institutions were brought to pay taxes on their surplus dollars. He it was who called attention to the undervaluation of railroad property, and several million dollars by this class of property was added to the taxable property of the State. His record as phosphate inspector and as assistant to the comptroller general is well known to the tax officials throughout the State, and his management of the insurance department is so thorough that not a single wild cat company has been licensed to do business in the State. The insurance report issued by him is a credit to the State. All these positions he has filled with marked ability, with credit to himself and the public. Mr. Jones started in life as a mechanic. With his economical savings he attended one of the leading business colleges of the South. It is not derogatory to the incumbent to say that A. W. Jones is the most valuable man connected with the comptroller general's office in years.

APPEALING TO TILLMAN.

Frantic Efforts Being Made to Get the Senator to Help the Weak Men, But He Declines to Respond.

Since the primary last week frantic appeals have been made to Senator Tillman by panicky candidates. They wish to be saved from defeat if it can possibly be done. They are now willing to make any pledges of loyalty and support to Tillman. But the senator is just a little too astute. He has been in politics too long to risk his popularity by attempting at the last moment to overcome a tremendous lead. Then, it is doubtful if the senator really cares to go to the rescue. He may fear that his friends, made too powerful, will attempt to undermine his castle.

Then, again, so far as the gubernatorial contest is concerned, it is creditably reported that the senator weeks ago said how the wind was blowing and picked Heyward as the winner.

The betting men are offering big odds on the leader in this race. A lead of 18,000 votes has never been overcome in the history of South Carolina primaries and it probably never will.

Some women's idea of being economical is to have their ball dresses cat lower.

THE ELKS WILL MAKE THE FAIR A SUCCESS.

HAVE UNITED WITH COLUMBIA FAIR ASSOCIATION.

A Great Carnival to Take Place—There Will be a Great Many New and Attractive Street Shows Brought Here Then.

[The State, 3d.]

The Elks have joined forces with the Columbia Fair association and will give a carnival here the last week in October which will add greatly to the attractiveness of the State fair.

The Elks have secured the attractions put out this season by the Cincinnati Carnival company and have secured the co-operation of the Columbia Fair association and of the State fair people. The city council has also given permission for the Elks to have the use of the streets for the side shows, parades, open air attractions, etc.

Mr. E. B. Clark, president of the Elks' club, had a conference with the State fair people yesterday and they approved the carnival proposition. Among those present were Major A. H. White of Rock Hill, president of the association, Col. Thos. W. Holloway, secretary, Mr. A. G. LaMotte, treasurer, Col. LaMotte, assistant secretary, and Mr. D. F. Efrid of Lexington, general superintendent.

Mr. Clark states that each afternoon of fair week the Elks will present free open air attractions on the streets of Columbia. There will be a voting contest during the week, and the queen of the carnival thus chosen will be crowned Friday night. There will be a night procession of illuminated floats, etc., and the fair week will wind up in regular Mardi Gras style.

Among the attractions to be presented in the open air are a 60 foot Ferris wheel; Capt. Stanley, the world renowned high diver, who plunges from an elevation of 85 feet into a 5-foot tank of water; and Capt. Griffin's band.

Other attractions will be the Elks' jail and the "country store" designed by some genius in the local lodge.

There will be the electric theatre; the statue turning to life; Lunette, the beautiful flying lady who entranced Columbians two years ago; the ball of fame; old plantation minstrels; the Egyptian snake eater; Samson, the great boy; electric war shows; the palace of mystery, the horned wild man, and last, but in no wise least attractive, will be "Darkness and Dawn," which was visited by thousands at the Charleston exposition.

All of these attractions will tend to make this a great fair.

Col. Holloway said last night:

"It is expected that the Elks' carnival will prove to be one of the most complete attractions ever seen in the city of Columbia, Augusta, Charlotte and other cities will be represented by the organizations in their respective cities with the local order in this city, and with this great number present will not fail to draw immense crowds to the city during fair week. The exercises will take place on side streets in the afternoons and at night.

"During the fair attractions of superior interest is to be seen as well as side shows.

"From all sections comes the news of a very large attendance of visitors.

"Already stalls are being secured for horses and other stock, showing the interest of our people in the success that most assuredly will result.

"There will be a meeting on the 7th of October to determine the spaces to be assigned to those who have an eye to business. All who have not already been assigned stalls will write to the secretary in order to secure them. Those wanting a premium list will write to the secretary at Pomaria, or his assistant, Mr. T. J. LaMotte, Columbia.

"It is quite desirable to have such arrangements made at early date that when the fair is opened that everything will be in proper shape."